



Hamilton

**ACCESSIBILITY AND BUS STOPS IN HAMILTON**

**Photo Essay Demonstrating Poorly and Well-Constructed  
Bus Stops Throughout Hamilton**

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# **Lack of Room for Ramp Deployment**

# Lack of Room for Ramp Deployment Main street. Outside of City Hall



# Lack of Room for Ramp Deployment Main street. Outside of City Hall



# Inappropriate location for ramp deployment (never on grass)- Meadowlands



**UPDATE: concrete has been put down in the grass area, but not wide enough to reach the side walk**

# Inappropriate location for ramp deployment (never on grass)- Meadowlands



# Dangerous location for Ramp Deployment down a slope- Meadowlands



**SUGGESTION: put up a fence to stop people from rolling down hill**

# Dangerous location for Ramp Deployment down a slope- Meadowlands





# Dangerous location for Ramp Deployment down a slope- Meadowlands



# Inappropriate location for ramp deployment (never on grass)- Stone Church Rd E



Grass gets muddy and wet in the winter or summer when it rains. Grass also creates problems for persons with vision loss who use canes.

# Gutter is too wide- Chedoke (beside arena)



- Not proper distance for ramp to deploy
- Grading of sidewalk
- Uneven height of sidewalk and grass makes ramp deploy higher than sidewalk, at times

# Chedoke - in front of arena



- Not proper distance for ramp to deploy
- Height of sidewalk

# King & Queen



- Ramp deploys into a fence

# Hazardous ramp deployment- McMaster Children's Hospital



# Hazardous ramp deployment- McMaster Children's Hospital



Ramp deploys into the rocks

# Chester & Chelsey



Ramp deploys into a ditch



# Rymal road- across from Walmart



Ramp deploys into a ditch

# Rymal road- across from Walmart



Ramp deploys into a ditch with mud & water  
Dangerous for people with vision loss

# Ramp won't reach the sidewalk



**Emergency call buttons out of reach**

# MacNab Street Terminal



Emergency call buttons are too high for people with mobility devices, children or little people

# **Cable hazard**

# Main & Ottawa- #52 stop



- Cable is a hazard for everybody especially people with vision loss
- Passengers must pass under cable to board bus

# **Poor Furniture Design/Placement**



# King and James



Poor Furniture Design/Placement

# Main and John



The furniture is placed in the boarding area

# John and Jackson



Furniture and tree are in the boarding area

# King and Catharine



Too many fixtures in boarding area

# King and Hughson



Tree and lamp-post in boarding area

# Concession St.



Planter in front of the boarding area  
Ramp deploys into drive way which makes  
it too steep

# Queenston Rd.



Grass & gravel in ramp deployment area  
Garbage can and bench are not accessible

**Distance between shelter and bus  
stop**



# Main & Wentworth



- Distance between shelter and stop is too far

# Upper Gage



- Distance between shelter and stop is too far

# **Uneven Sidewalk / Grading**

# Upper Gage and Mohawk



Bench is on an angle because of hill  
Side walk is uneven and the ramp won't  
deploy flat

# Main & John



- Uneven sidewalk grading
- Ramp deploys on a curb cut

**Lack of curb cuts**

# Stone Church Rd E



Lack of Curb Cuts  
Stop not accessible

# Stone Church Rd E



Lack of Curb Cuts  
Stop not accessible



# Stone Church Road E. (Across from Silver City Theatre)



Lack of Curb Cuts

Garbage can not accessible by persons with disabilities

# Stone Church Road E. (Across from Silver City Theatre)



Lack of Curb Cuts

# Rymal Road E.



No curb

Ramp deploys too steep

# Rymal Road E.



No curb

Ramp deploys too steep and into mud and grass

# Hempstead Road- (Upper Ottawa & Rymal Rd)



- Bus ramp runs on to grass field
- No curb cuts

**SOME GOOD EXAMPLES**

# Stone Church Road E.



# Guidelines for Designing Good Bus Stops

- Never use uneven surfaces at bus stops (grass / dirt / stones/ gravel)
- Make sure all deployment areas are on flat, even surfaces
- Develop guidelines for distance between curb and sidewalk, so that wheelchairs and scooters can disembark safely with proper turning radius



# Guidelines for Designing Good Bus Stops

- Never place bus stops or deployment areas close to hazardous and unsafe areas (hills, ditches)
- Bus stop area must be well-lit with minimal furniture
- Bus stop must lead passengers to a sidewalk that leads to a safe pedestrian area or crosswalk

# **Guidelines for Designing Good Bus Stops**

- Furniture should never interfere with safe and free-flowing sidewalk traffic
- All furniture must be accessible including garbage cans and shelters